

THE ILLUSTRATED LONDON NEWS



No. 513.—VOL. XIX.]

FOR THE WEEK ENDING SATURDAY, AUGUST 30, 1851.

[SIXPENCE.]

WHAT IS TO BE DONE WITH IRELAND?

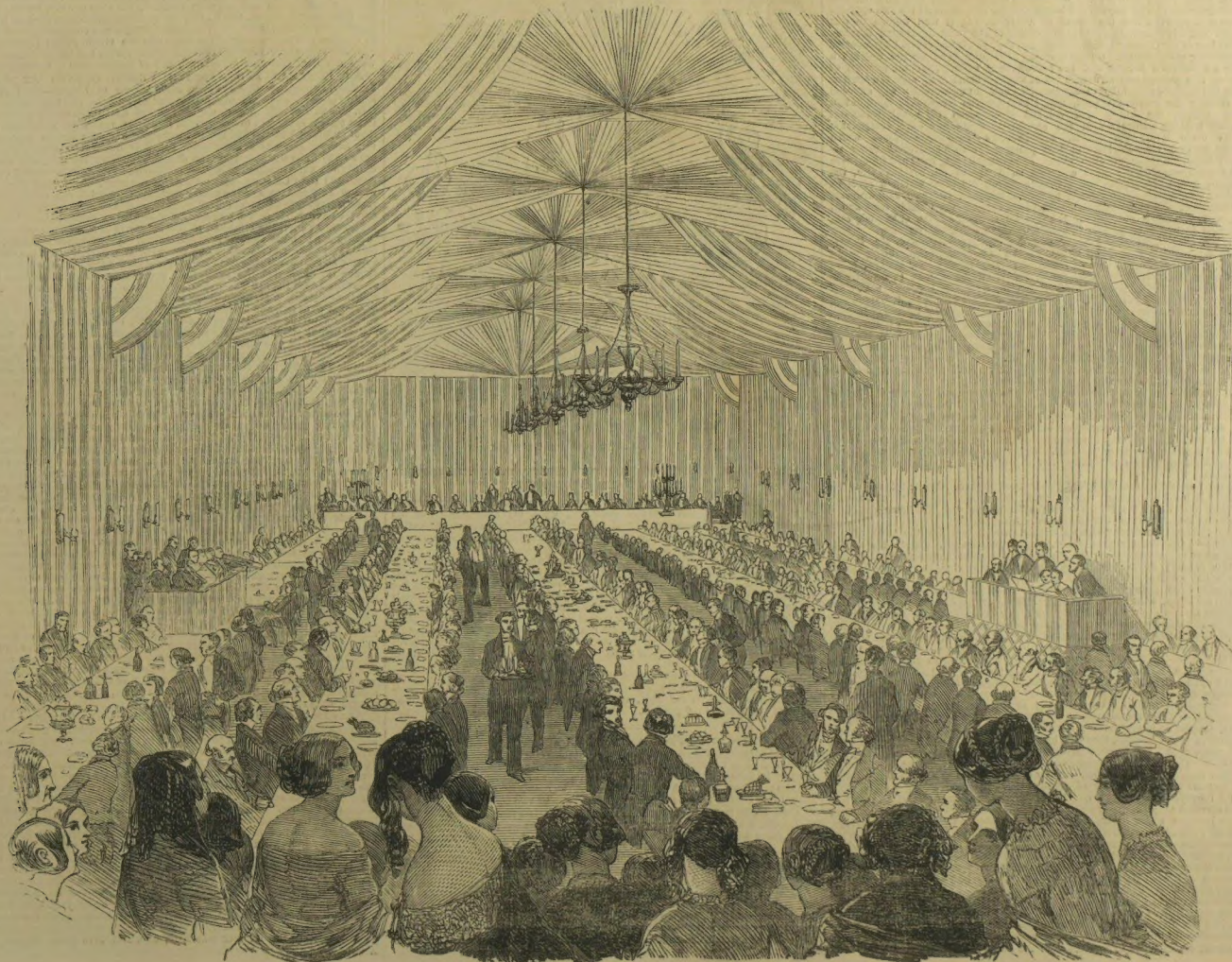
It was imagined by some hopeless Englishman, sick of the very name of Ireland, that the only means to relieve Great Britain from the constant nuisance inflicted upon her by Mr. O'Connell's "gem of the sea" would be to shove the troublesome jewel out into the Atlantic Ocean, midway between Liverpool and New York, and to establish the Pope as its temporal and spiritual sovereign. It is a pity that the engineering difficulties in the way of the arrangement are insurmountable. How satisfactory the result would be to all parties! England would be freed from the greatest difficulty of her wisest statesmen, from a constant drain upon her purse, and from a daily trial of her temper; while Ireland would be as independent as Smith O'Brien would wish it—the very limbo of common sense—the great retrogressionist in an age of civilisation—the Paradise of superstition and intolerance—the College of Cullen, believing in a sun a few miles off, and a few yards in diameter—and the neatly rounded domain and snug inheritance of Popes and Popery. The Italians, who are as much afflicted with the Pope as England is, would be equally delighted, and Italy, as well as England, would enjoy a little relief from the curse of theological strife and priestly domination. Alas! that the beautiful vision cannot be realised! We say nothing of the sterner wish of another sorely bewildered politician, whose remedy for the ills of Ireland was to put the whole country under water for twenty-

four hours, and then to raise it up again, that it might be colonized *de novo* by Saxon-blooded men of pith and reason. But the sad reality shows us our Ireland in its old place—not to be sent adrift into the wide Atlantic—and not to be subjected to the cruel water-cure—but to be fixed where it stands, and as determined as ever to remain in close proximity to us—to make itself uncomfortable—to forswear and renounce the only means by which nations can expect to prosper—to return evil for good, and to show no signs of life or activity, except by the bitterness of its hatred.

It would seem that for great empires, as well as for small individuals, there is always a principle of compensation at work. If a man be prosperous, highly esteemed, and powerful, he has some secret grievance or annoyance, some hidden sore, which teaches him to beware of pride and self-sufficiency, and which brings him on a level of happiness or unhappiness with the rest of his fellow-creatures. Great Britain, with her free, industrious, and enterprising people, with her constitution the envy of all surrounding nations, and under which more practical liberty is enjoyed than falls to the lot of any other people on the face of the globe, would be, perhaps, too fortunate were it not for Ireland. Ireland is her constant monitor—to remind her that she, too, is mortal and vulnerable, and that pride and self-complacent security are not to be indulged in even by the greatest and mightiest of nations.

We must bear our burden as we may. It cannot be said that for the last four-and-twenty years the English nation and its rulers have been hostile to Ireland, or indifferent to the fate of her

people. Whatever their fathers may have been, the present generation of Englishmen have acted as if the social and moral welfare of Ireland were the great things needful to be accomplished in this age. When Ireland complained that the religion professed by the great majority of her people disqualified them for the enjoyment of various rights of citizenship, the people of England, although they had no sympathy with that religion, and believed it to be false, not only treated Popery with the deference and respect due to conscientious belief, but threw down the civil barriers which their forefathers had erected against it, and gave Roman Catholics every privilege and right possessed by others. When Ireland, suffering under a long course of misrule—inflicted not by Englishmen but by Irishmen—was exposed to the ravages of an awful famine, aggravated if not produced by the exclusive reliance of a miserable, listless, degraded, and decaying peasantry, upon a miserable and precarious root, England distributed among them the most magnificent charity that was ever recorded in history, and saved her helpless and almost hopeless millions from otherwise certain death. It seemed that for a time calamity had taught the Irish wisdom; and that, under the pressure of unexampled disasters following in rapid succession, the old feuds had been forgotten, and that religious rancour had lost its edge. We believe that the Irish are not naturally ungrateful, and that, if left to their own instinctive kindness of heart, they would have acknowledged that they had found in the English a generous eagerness to succour them in their calamity, a sincere desire to elevate their



BANQUET TO ROBERT STEPHENS, ESQ., M.P., AT BANGOR, ON WEDNESDAY.—(SEE NEXT PAGE.)

Grace was said by the Very Rev. the Dean of Bangor. On the removal of the cloth, "Non nobis Domine" was chanted by the glee singers. "The Queen," said the Dean, "is the first of our monarchs, who has been crowned with the laurels of patriotic toils, were then duly honoured. After which,

The Chairman, amidst profound silence, rose to propose the toast of the evening—"Our distinguished guest, Robert Stephenson, Esq." He said, "It must occur to every mind which reflected on the great improvements effected in the country during the present reign, that it was the duty of the monarch to illustrate the social condition of the country, and to develop its natural resources and its industry, that, whether these improvements consisted of docks, harbours, wharves, lighthouses, bridges, or railways, they were mainly founded on the genius of the illustrious man, who has been the subject of the toast which I now have the honour to propose, and had it not been for the reputation more widely spread than that of their honoured guest. The fame of Stephenson was not confined to Europe, but extended to every country in the civilised world—(Cheers) and the engineer who aimed to connect the Atlantic and the Pacific Oceans, by a great railway, was the first to propose to study the triumphs of Stephenson's genius before he could surmount the obstacles which nature had thrown in his way. (Renewed Cheers.) But his crowning work, the Britannia Bridge, situated so near to the spot on which they had been seated, was a triumph of his genius, and was a gigantic feat of proportion—formed an imperishable monument to his fame. (Renewed Cheers.) In the vicinity of the operations, they had had better opportunities of appreciating the difficulties which Mr. Stephenson had had to overcome than persons living at a distance. They had been amazed at the enormous magnitude of the task which he had undertaken, and the magnitude of the labour which he had performed, the patient putting together of those tubes, the marvellous facility with which they had been floated, and the wonderful machinery by which they had been conveyed to the destined altitude. And it was these feelings of admiration, in connection with the sense of the importance of the Britannia Bridge, and the railway of which it formed a part, that had prompted the toast between England and Ireland, which had elicited the tribute of praise in which that meeting had resulted. (Cheers.) It had been said, that that gathering should have assembled at an earlier period; but it should be remembered that the season of the year, and the season of the year, had been so unfavourable, that the year's trial—it had stood the test of the winter gale, and had faldist at the predictions of those who prophesied that it would fall to pieces as soon as a heavy train had run over it. (Cheers.) Under the influence of these feelings, then, he asked them to drink to the health of Mr. Robert Stephenson, with the strictest enthusiasm. (The toast was drunk amidst unrestrained applause, accompanied by a salute from the *Fairy*.)

The healths of Mr. Edwin Clark, Mr. Frank Foster, the Directors of the Chester and Holyhead Railway, and Mr. Paxton, were then proposed and duly acknowledged.

The memory of Mr. Telford, and of Mr. George Stephenson (Mr. R. Stephenson's father), were severally drawn in solemn silence.

The Lord-Lieutenant, the members of Parliament, the High Sheriffs, &c., of the County, were also proposed; and, after some further complimentary toasts, the festivities of the evening were brought to a close.

Our acknowledgments are due to the authorities of the London and North-Western and Chester and Holyhead Railways, for their obliging attention to our Artists.

TESTIMONIAL TO MR. RONEY.



TESTIMONIAL PRESENTED TO MR. RONEY, SECRETARY OF THE EASTERN
COUNTIES RAILWAY COMPANY

"Presented to C. P. Roney, Esq., by the junior officers and other servants of the Eastern Counties Railway Company, upon his retirement from the secretaryship, in acknowledgment of his uniform kindness and consideration evinced towards them during the period of his connexion with the service.—1861. B.

The testimonial is presented on Monday morning, with an appropriate address, by Mr. Hall, the assistant secretary, and a deputation of 14 subscribers for the plate; Mr. Henry having come to town from Dublin to attend the ceremony. The speaker, in a most eloquent and dignified manner, delivered a graceful speech, and expressed the deep gratification he felt, that those servants of the Company with whom he had been connected, as their senior in office, should be thus publicly and honorably recognized for their services. He spoke of the history and history and consideration which he had always endeavored to carry out toward his junior officers, so as to render at all times the performance of their duties as agreeable and profitable.

The testimonial was designed and manufactured by Messrs. Smith, Nicholson and Co., of Duke-street, Lincoln's-Inn-fields. It consists of a centre table ornamented with a large oval mirror, the whole of rich and costly design. The value of the plate is 180 guineas.

QUICK PASSAGE.—The American mail steamer *Pacific* arrived in the Mersey at ten o'clock on Tuesday evening, from New York direct. She left that port on the 16th inst., at midday, and has therefore again accomplished her voyage in barely ten days, allowing for difference of time. On her first day's run she was delayed by a severe storm, and lost some twenty hours in cutting out for repairs to her paddle-wheel, damaged by this collision.

THE ROUTE TO CALIFORNIA BY THE ISTHMUS.—The news from California, given in another place, was brought to New York by the steamer *Prometheus*, from Nicaragua, with 360 passengers, and over half a million dollars in specie, and the newly-opened communication by the Isthmus of the steamship *Prometheus* at this port on Wednesday is equivalent to the introduction of another epoch in the history of our inter-oceanic communications with California, and the Pacific Islands, and the Eastern hemisphere. The trip is made from San Francisco to the newly-opened Isthmus, and thence to Nicaragua, and the San River, and thence to New York, by the Vanderbilt line of steamers, just accomplished, establishes at once the practicability and the advantage of this route. The passage was made in twenty-nine days, and when the route is completed it is expected that it will only require twenty-two days from San Francisco to this city.

FOREIGN AND COLONIAL NEWS.

FRANCE.

From France this week we have scarcely any news of interest. The only matter in the political world worth noticing is the declarations in favour of the revision of the Constitution, which continue to be made from time to time by the general councils of the departments. Amongst those which are specially mentioned is the council of the Seine and Marne (Paris), which has come to a resolution declaring the necessity of the revision of the Constitution, and especially of the 45th Article, which provides against the re-election of the President.

The council general of Somme have also adopted a resolution in favour of revision. Such a decision was unexpected, as General Changarnier, the representative of this department, possesses considerable influence in it, and is not only opposed to revision, but voted against it in the Assembly. The result, therefore, to which the council have come, is regarded as important. From all appearances, the general councils of the departments will, with few exceptions, arrive at the same determination.

According to the *Patrie*, an agent of M. Crémieux has been apprehended at Lyons, upon the charge of endeavouring to seduce the soldiers from their duty.

A statue has been erected at Fontainebleau to General Damesme, who was killed at the barracks in June, 1848. It was inaugurated with much pomp, on Sunday, in the presence of M. Bouly (de la Meurthe), the Vice-President of the Republic, MM. Drouyn de Lhuys, Favonx, and Pepin Le Hauler, representatives of the people. M. Godin is the sculptor.

A letter from the Count de Chambord arrived during the week in Paris, the object of which, it is said, is to put an end to the divisions existing at present amongst the Legitimist journals and representatives. The Prince declares that he regrets profoundly these divisions, and entreats the persons devoted to his interests not any longer to furnish to the world the spectacle of dissension. It is said that this letter has produced a great effect on those who have been permitted to peruse it.

The wheat harvest is completely terminated in France, and the fine dry weather of the last fortnight has enabled the farmers to get in the whole of their crop in excellent condition. The districts which have given the greatest yield are Lorraine and Alsace. In these, the crop is above the average; in the other parts of France it is about an ordinary one, not more. A good part of the wheat of 1850 is still on hand.

UNITED STATES.

The latest accounts this week from New York are to the 16th inst. At Washington a rumour gained very general credence that the Hon. Daniel Webster will not return there to resume the reins of the State department, but deliver them over to the President with the re-assembling of Congress, which was deemed to be conclusive evidence that he intends to contest the forthcoming election for the Presidential chair.

There had been a great excitement at Buffalo in consequence of the arrest of a coloured man, said to be a fugitive slave. An attempt at rescue was made as he was being conveyed to gaol, but ultimately the authorities beat down the opposition.

From California the accounts are to July 15. At the mines Lynch law was still carried out, three men having been executed during the fortnight. The Mayor of San Francisco had issued a proclamation, calling upon all good citizens to withdraw from the Vigilance Committee, and abstain from all participation in these acts of violence. The war between the whites and Indians had been recommenced near the Klamath River, and five persons had been killed.

From Cuba the intelligence is, as usual, most contradictory. All the private accounts from the island concur in representing the cause of the patriots as progressing most successfully, their numbers now amounting to 4000, with four pieces of artillery; but the official proclamations make light of the entire movement, and assert that it is almost put down. Skirmishes were of frequent occurrence; and, if private sources of information are to be relied upon, they have hitherto resulted in favor of the insurgents.

INDIA

Advices have been received this week from Calcutta of July 15, and from Bombay of July 26, in anticipation of the Overland Mail, but they contain nothing important. A conspiracy to release Dewan Mohraaj from his imprisonment has been discovered and dispersed, and the object of it frustrated. The prisoners of Goolab Sing and several British soldiers have been released and are being repatriated. The fact of a party of the Nizam's territory being about to be taken for the debt due to this country is confirmed. The punishment of transportation for life has been awarded to a man who had been selected as the first convict station. It is a singular fact, that the King of the Nizam's Jung Bahadur's brother and cousin are the first three prisoners doomed to pay the penalty for five years, for being the principal instigators in the late attack on the British Government. The late Governor of Bombay, Sir James Ramsay, and the late Governor of Madras, Sir George Grey, have been washed away by inundation, and many lives were lost.

AUSTRIAN VENGEANCE.—Professor Leopold Iansa, the person referred to in the foregoing notice, is a highly respectable man, a distinguished artist, who never meddled with politics, and served in the Imperial Chapel of Vienna full twenty-seven years. "Dances of the Night" has been ascertained that Leopold Iansa, violinist at the Imperial Royal Chapel, has been engaged in the concert which took place in London, the 13th of July, for the benefit of the Hungarian refugees, but that he has likewise composed a duet on Hungarian melodies for that occasion, he is dismissed, by highest command, from his office as violinist and as professor of the piano and the violin at the Imperial chapel; moreover, he is no longer to receive any salary from the last of August. Issued

THE *WEST INDIA MAIL* steamer *Meridian*'s on fire, 12th of August, 1871.—LIGHTHOUSE-ON FIRE.—A LARKE. BURNED AT SEA.—ON Tuesday, two serious disasters were made known to the public, resulting from spontaneous combustion, and occasioning the total loss of two vessels, one named the *Jaeger*, engaged in the East India trade, and the other a large barkie employed to convey coal to supply the West India mail steamer *Meridian*. The vessel of the former named vessel is reported to be very heavy. She was, by a large and probably experienced crew of 28 individuals, under the charge of Captain Bartlett, and was at the time of the unfortunate calamity, proceeding on a voyage to Liverpool (where she belonged) from Calcutta, with a cargo of saltpetre, sugar, and rice. On the 12th of August, at 10 o'clock, the vessel was at sea, and the degree of heat below, and the quantity of smoke, were such as to excite the attention of the crew to its cause. There was no appearance of smoke on deck, but the moment the hatches were taken off the hot air held it short forth in clouds, thereby announcing to every one on board that the ship was on fire. Attempts were made to gain its side, but the flames were so intense, and the heat so great, that the infernal vapour and smoke arising from the cargo almost suffocated the crew. Consequently, prevented the work from proceeding further. It was, however, ascertained that the fire was raging among the cargo in the aft of the vessel, and that the only means available to get at it was through the lower deck. Many attempts were made, but the flames were so intense, and the power was so exhausted, that the crew were obliged to abandon the attempt. The cargo was rejected on to the smouldering mass beneath, other portions of the vessel being actively employed at the buckets. All these exertions were useless, for the conflagration gained upon them with fearful rapidity: the flames soon burst forth with lightning velocity, the rendering of the vessel almost insupportable. Provisionally, a ship named the *Europa* had bore down to their assistance, and the master having observed the smoke from the burning vessel, and put about to aid the crew, if possible, to extinguish the fire, but the vessel was unable to do so, and, after having been some time in the blazing ship. Owing to the great quantity of salt in the cargo, the fire raged with intense fury. Within half an hour of her crew leaving, the whole length and breadth of the ship presented one immense blaze, and the fire was roaring forth tremendously. In a short time she was burnt down to the water's edge, and the vessel disappeared. The spot was in lat. 26 south, long. 40 west (in the Southern Ocean). The *Europa* was with the crew of the *Jaeger* at Plymouth on Friday week. The officers were confident the fire was the result of spontaneous combustion, but can give no accurate information as to the character of the goods which caused the catastrophe. The ship, however, was insured by the London and Lancashire at Liverpool, with her cargo, but partially insured. The two unfortunate loss by fire was the *Kedy Castle*, belonging to Hartlepool, chartered by the West India Mail Steamship Company to supply coals to their depot at Monte Carlo. The vessel, on her homeward passage, was unfortunately ignited, and led to the destruction of the vessel cannot be for any reason doubtless, and the loss of the vessel and coals in lengthened voyages, through the want of ventilation, have ignited and occasioned the burning of the vessel. Some days prior to the 26th of June the *Kedy Castle* was found to be on fire. There was no want of exertion on the part of the crew, and the vessel was towed to the beach at the pumps day and night to keep the fire under, but to no purpose; and the vessel was compelled to take to the boats, where they were exposed four days and nights, suffering great privations before they were picked up. The vessel that saved them was the *Colonne Maile*, from Galao, the captain of which is deserving the highest praise for his gallant and successful efforts in saving the crew and the vessel out of sight of each other.

ALABAMA SENATORIAL ELOQUENCE.—"Mr. Speaker Sir, our fellow-citizen, Mr. Silas Higgins, who was lately a member of this branch of the legislature, is dead, and he died yesterday in the forenoon. He had the brown-stemmed fever, and he died in the forenoon. His death was a great loss. It was good up to the time of his death, and he never lost his voice. He was fifty-two years old, and was taken sick here he died at his boarding-house, where board can be had at a dollar and seventy-five cents a week, washing and lights included. He was a very good man, and a very good citizen. He was a very good father and mother. His uncle, Timothy Higgins, served under General Washington, who was buried soon after his death with military honors, and several guns were burst in firing salutes. Sir, Mr. Speaker—General Washington would have been a very good man, and a very good citizen. He was a very good man beforehand. Now, Mr. Speaker, such being the character of General Washington, I, motion that we wear crepe around the arm of the legislature, and adjourn till to-morrow morning, as an emblem of our respects for the memory of S. Higgins."—*Alabama Standard.*

It appears from the official returns which have just been published by the police, that the number of foreigners who have visited Paris during the last six weeks has greatly exceeded that for the corresponding period for several years past. July the number was 8380, of whom 2516 were English, and 828

OBITUARY OF EMINENT PERSONS RECENTLY DECEASED.

DISCOVERY OF MANUFACTORY OF SPIRIOUS TEA.—The detective revenue police corps, acting under Mr. Scott, have this week discovered an important seat of the spurious tea manufacture. The premises are situated in a small building in the rear of the premises of the "Horse and Cart" shop, in the Commercial Road. The officers, on entering the shop, proceeded to the kitchen, where they found in working order the wooden presses, drying trays, leather and muslin bags, colouring materials, and all the apparatus and materials employed in the art of giving to counterfeited tea the appearance of the genuine. The quantity of raw and partially converted material, 98 packages of the finished article were discovered in a form ready for the market. Neither the conductors of the process nor the owners of the plant were discovered, although their early apprehension is expected. The tea and muslin were, however, seized, and conveyed to the Revenue office, in Broad Street.

Kensington Gardens have been closed to equestrians and vehicles of any sort, so that the danger and alarm of being rode over, experienced by frequenters of these delightful gardens, is now at an end.

DR. PAULUS. Theology, Philosophy, and Laws, has for more than thirty years been one of the most able and active theological and philosophical writers of the day. He was born at Leonburg, near Stuttgart, in 1766, and visited several other universities in Germany. While at Oxford, in 1794, he was appointed Professor of Theology at Jena; he afterwards for forty years filled the same office at the University of Halle. Latterly his advanced age and infirmities obliged him to retire to Heidelberg. Here he died on the 10th inst. of 1841. His numerous works are in high popularity and esteem. His private character, which was singularly pure and unassuming, was equally as highly and justly prized after and beloved.

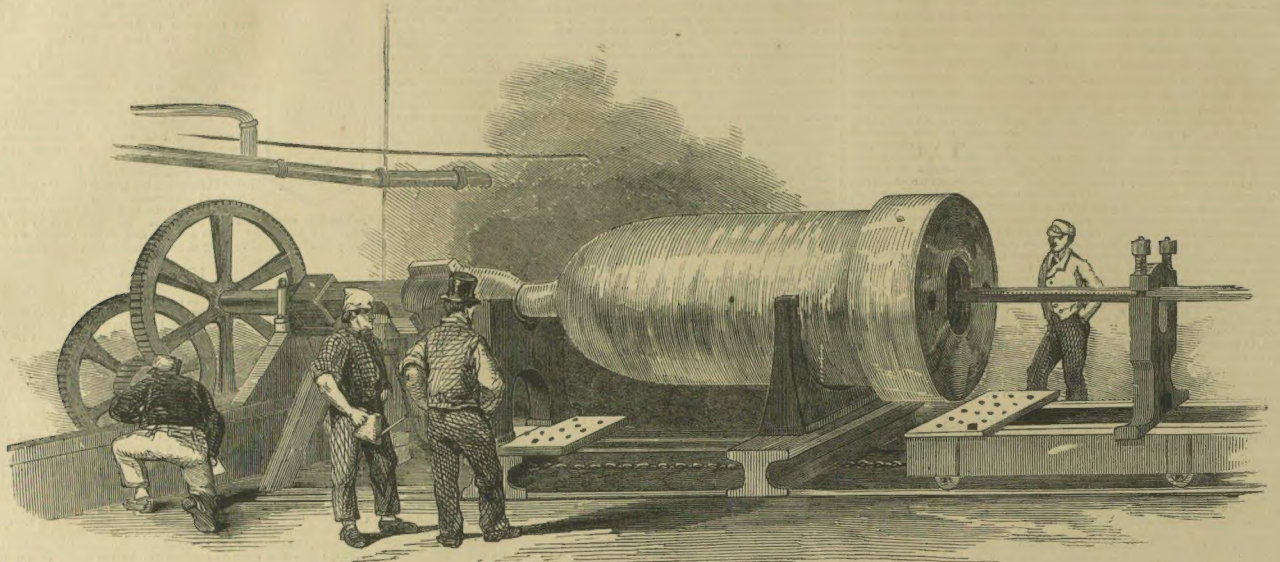
13. Assuming the preliminary evidence will in general be adduced, should the following questions be answered by affidavit, by depositions on written interrogations, or by depositions taken orally?

14. It has been suggested that in all cases evidence by affidavit might be allowed in cases where the parties are unable to appear in person, or where the testimony of either party, at the trial, would be real and substantial evidence to be produced before an examiner for oral examination and cross-examination.

15. It has been suggested that the mode in which evidence is taken for the courts of common law of witnesses abroad or about to leave the country would be a more correct one than the present mode.

16. Is there any sufficient ground for the jealousy with which courts of equity seek to preserve the secrecy of the evidence given until publication?

A horrible catastrophe has overwhelmed the family of Mr. Brunet, British Vice-Consul at St. Sebastian, in Spain, and has excited universal commiseration there. That gentleman's daughter, a beautiful girl of 18, whilst dancing at the last public ball, was stabbed to the heart by a lieutenant of the Royal Engineers, whose addresses had been rejected by her family. She died upon the spot, and the murderer was instantly arrested. He afterwards tried, unsuccessfully, to poison himself. The unfortunate deceased had just returned from Madrid, where she had been visiting her father, and was returning to her home, to the misfortune which has imbued his hands in her blood. Mr. Brunet was in London at the time, and a relation immediately set off to break the sad intelligence to him.



BORING THE CYLINDER OF THE "BRITANNIA PRESS," AT THE BANK QUAY FOUNDRY, WARRINGTON.

CYLINDER OF THE GREAT HYDRAULIC PRESS USED FOR RAISING THE TUBES OF THE BRITANNIA BRIDGE.

In association with the event represented upon the front page of this week's Number of the ILLUSTRATED LONDON NEWS—namely, the Dinner given to Mr. Robert Stephenson, at Bangor, in commemoration of his completing the Britannia Bridge—the accompanying picture of the casting of a very important portion of the machinery requisite for this vast work will, doubtless, be especially interesting at the present moment.

Before we describe the operations here pictured, we should observe that the great "Britannia Press," which has already excited so much attention in the engineering world, forms one of the most prominent features in the Mechanical Section of the Great Exhibition. It is exhibited by the Bank Quay Foundry Company, of Warrington, by whom it was constructed, and who were at a very large outlay in forwarding their truly gigantic machine to the "Crystal Palace."

The various parts of the press, amounting to an aggregate load of about sixty tons, required a special train of the North-Western Railway Company to convey it to London. This train consisted of eleven trucks and two "break" vans, each mounted on four wheels only—the greatest load on any one truck being the cylinder, of fifteen tons.

The journey as far as Rugby was unattended by any circumstances worthy of notice, except that at every station it was found necessary to make a stoppage of about a quarter of an hour, in order to allow the axles of the trucks having the cylinder and crosshead time to cool. This, of course, occasioned considerable delay; but the whole time occupied between Warrington and Rugby was only seven hours.

In consequence of the greatly increased traffic at Rugby, owing to the junction of the Midland Railway with that of the North-Western, the station-master deemed it prudent to keep back part of this extraordinary

train until the daylight of the following morning, when the trucks, containing the cylinder, crosshead, and jacket, were forwarded, and arrived safely at the Camden station, where the whole, being transferred into Chaplin and Horne's waggons, was conveyed to the Great Building in Hyde Park, sixty powerful horses having been engaged for the service. The arrival at the Building created much interest, as the Leviathan machine was conveyed to its destination.

The cylinder, necessarily of great strength, is 22 inches internal diameter; the thickness of the cast-iron being 10 inches; the length externally is 9 feet 1½ inches.

To form the cylinder by the ordinary process of casting, it required 22 tons of fluid metal; the surplus being for the head, or *git*, which weighs 2½ tons.

A view of the process of casting the cylinder, as taken by our artist at the Bank Quay Foundry, is here shown. In this operation three powerful cranes were used, each of which is capable of raising 40 tons. Attached to each of these cranes was a ladle, one holding ten tons of fluid metal, while each of the others contained five tons. The whole of the metal was poured into the cylinder mould through four 2 inch runners; time occupied in this operation amounting to only 2½ minutes. In the next place, the head, or "git," was kept in a fluid state for six hours after the "run," by replacing the metal, as it became stiff, with metal fresh from the furnace, and of the highest attainable temperature, for the purpose of filling up the space in the immense body of metal below, consequent upon the contraction. When, after three days, the cylinder was partly denuded of the outer coat of sand, it was found to be red-hot. In seven days it was raised from the *git* in which it had been cast, and in ten days it was sufficiently cool to allow men well lured to heat to approach it, for the purpose of removing the remaining sand.

Owing to the great contractile power of iron in its transition from the solid to the fluid state, it was found very difficult to dress the core from

the interior; and some idea may be formed of the effect upon the core by the compression caused, by the ten-inch metal contracting to nine-tenths of its substance.

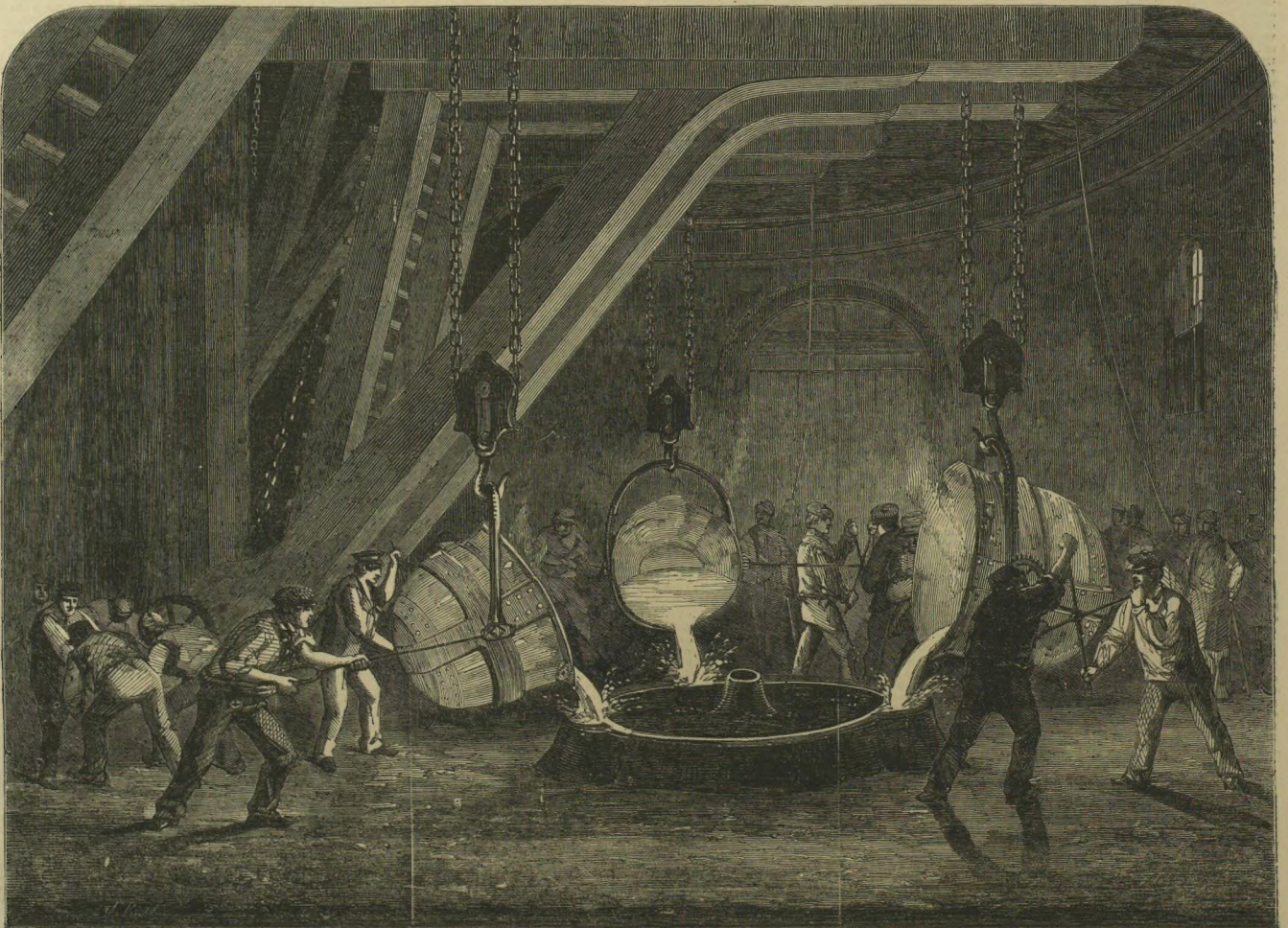
The fire-brick core was first baked in a large oven to such a degree of hardness, that, upon being struck with a hammer, it sounded as a bell.

The core bricks were all broken up by means of long bars of iron, and then extracted one piece at a time. The loam was found to be so hard, that even the point of a diamond was found to produce no effect upon its surface.

The boring was the next process; the same as that used for finishing the inside of guns.

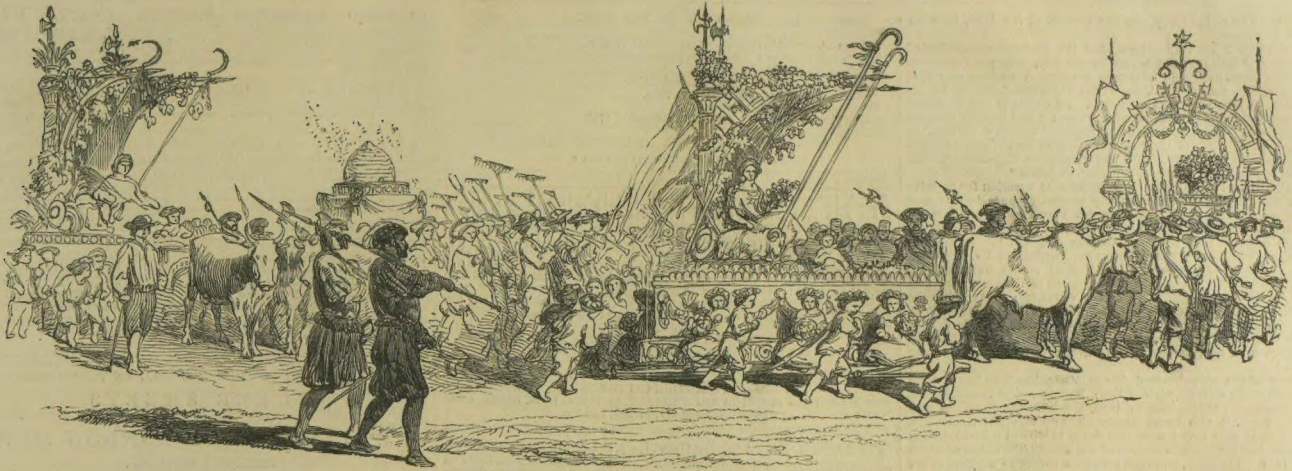
After the first tube had been raised, the cylinder met with an accident, which Mr. Clark describes as follows—

"In little more than a fortnight after the operation, the presses were removed ready for raising the next tube. They were lowered and raised again by means of capstans with an eight-inch rope; and in this operation another accident occurred with the unlucky press. The cylinder was lowered from a cat-head at the top of the tower. The rope from the blocks led to a capstan on the beach, on which three turns only were taken. While the cylinder, weighing 15 tons, was suspended at an elevation of 140 feet above the water, the rope unexpectedly surged on the capstan, and was dragged out of the hands of the men who were holding it. The cylinder descended with fearful velocity, dragging the rope through the block-tackle and round the capstan, which fortunately became pulled by the jerk. As the velocity increased the cat-head in the tower gave way, and the cylinder fell on the stone-shelf below, fracturing the masonry and gliding off fifty or sixty feet into the Straits. Several men were injured, and a sailor, who was serving out the coil of rope, was dragged round the capstan and killed. None of the tackle was broken, and the press was easily raised by ropes attached to, and was found to be uninjured by the fall."



CASTING THE CYLINDER OF THE "BRITANNIA PRESS," AT THE BANK QUAY FOUNDRY, WARRINGTON.

LA FETE DES VIGNERONS, AT VEVEY.



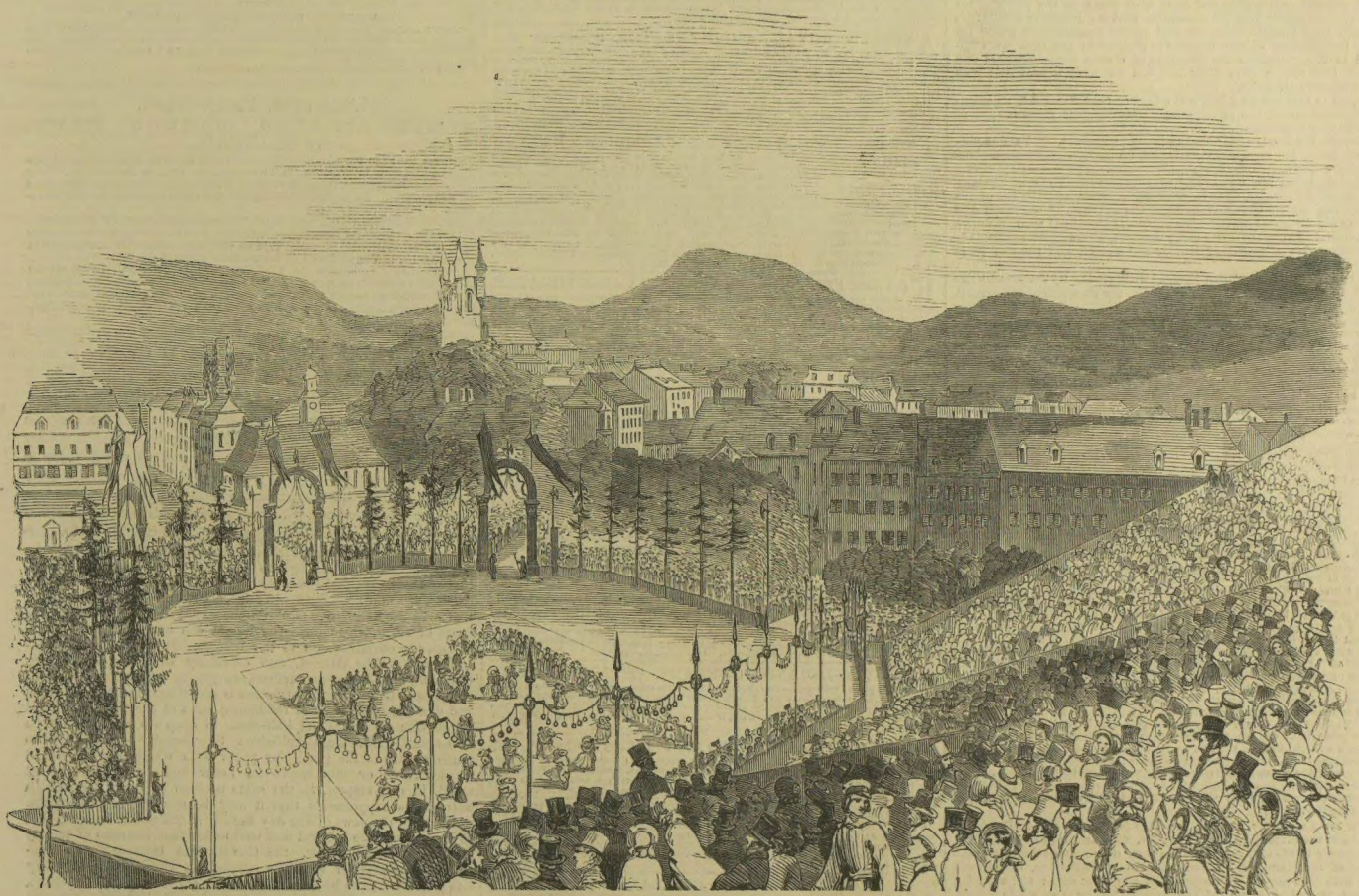
CAR OF CERES.—SUMMER.

CAR OF PALLAS.—SPRING.

WHILE a handful of fast tourists have, within the present month, been "seeking the bubble reputation" by climbing the snow-clad pinnacles of Mont Blanc, the peasantry of the smiling valley on the opposite side of the Lake of Geneva have been celebrating a picturesque festival,

which has afforded the highest gratification to the multitudes of visitors and residents from all parts of Europe, who flock to Switzerland at this period of the year. The scene of this commemoration was Vevey, one of the most en-

joyable places in the world, situated upon the margin of the Lake Lemman, at a point where the scenery of its banks is, perhaps, most beautiful. Rousseau has glorified it in his "Confessions;" but the festival we are about to describe is associated with fame of much higher

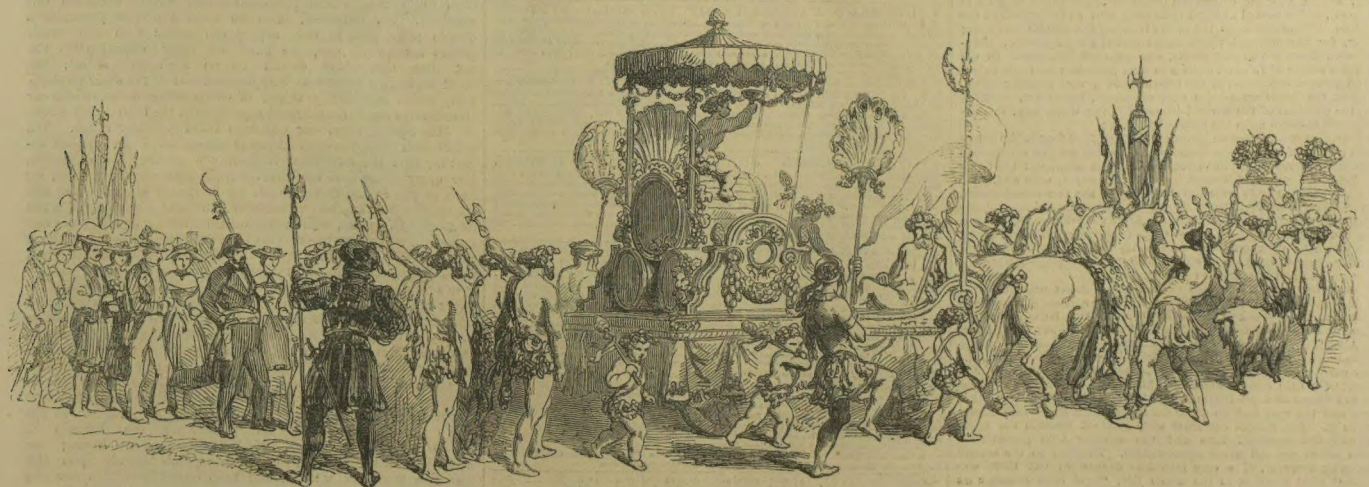


THE CEREMONY IN THE MARKET-PLACE OF VEVEY.

antiquity, and is traceable to that overflow of gratitude to bounteous nature, which, more or less, characterises all states of society. The canton of Vaud, of which Vevey is the second town, is famed for

its vines, which are considered equal to any in Europe; and the sunny district, extending hence to Lausanne, and called La Vaux, possesses an antiquarian celebrity for replenishing the soul-reviving cup from the

choicest vintages. The Romans are believed to have first planted the vine on these hills; the discovery of a stone inscribed "Libero Patri Colliensi," proves that they had erected a temple to Bacchus at Collium,



WINTER.

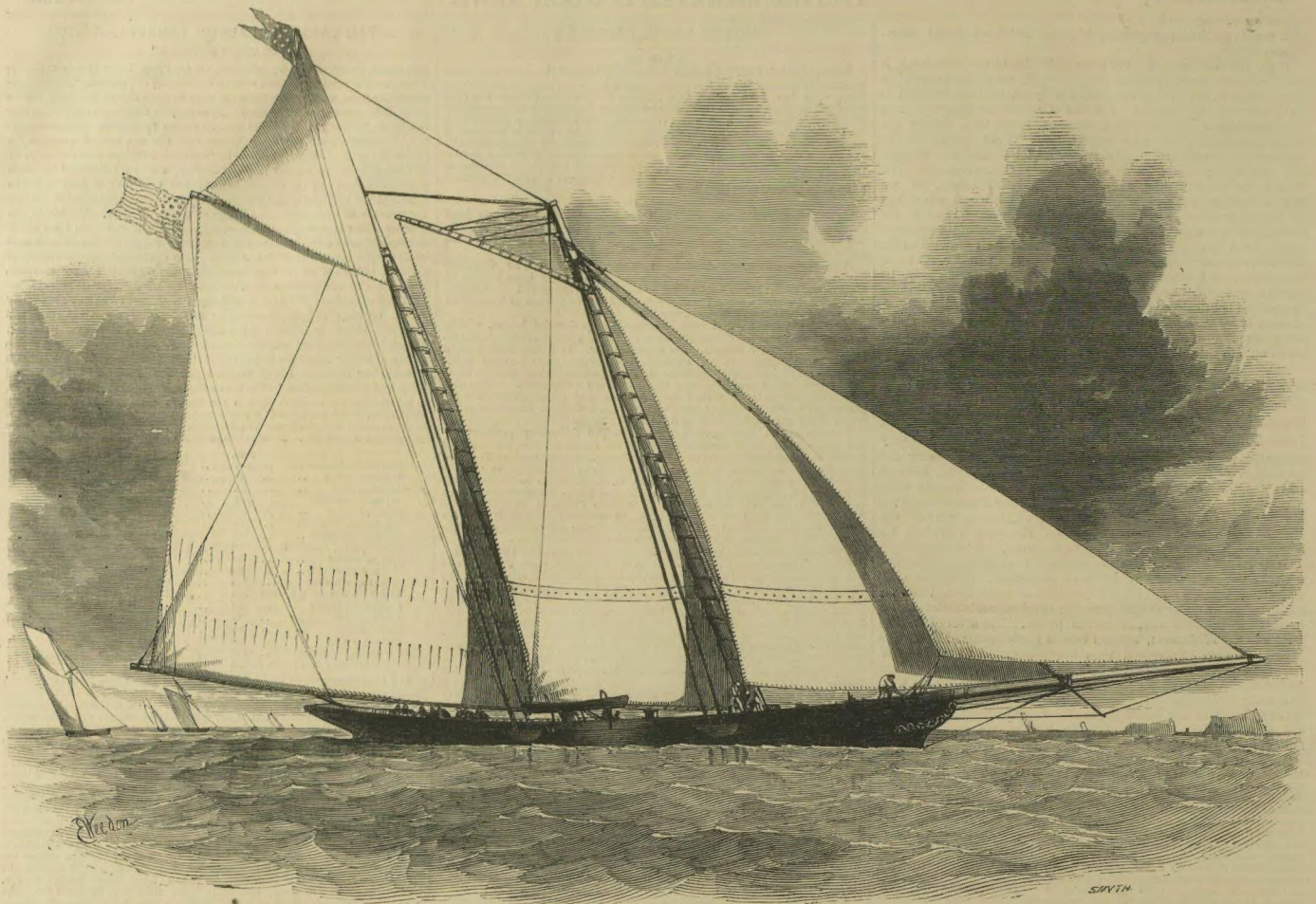
CAR OF BACCHUS.—AUTUMN.

We should add, that the accompanying Illustration of the Vevey Market-place was sketched by Mr. Burford, jun., of Leicester-square, during the *site*.

ZOOLOGICAL GARDENS, REGENT'S PARK.—The
URALIAN UTAN, presented by the Governor of Singapore, is exhibited DAILY, from
TWELVE to SIX O'clock; together with the ELEPHANT CALF, and the HIPPOPOTAMUS
presented by His Highness the Viceroy of Egypt. The band of the First Life Guards will
perform, by permission of Colonel Hall, at Four O'clock, on every SATURDAY, until further
notice.—Admission, ONE SHILLING; on Monday, SIXPENCE.

limits, thereby consuming a much less quantity of paper than we should otherwise do. By this means the revenue, while it on rare occasions receives our £250, continually loses the Excise duty of

On Monday the contest was for the splendid cup presented by her Majesty and took place at Lyde. Up to the hour of starting, it had been fully expected that the American clipper would give another proof of her extraordinary power and great was the disappointment when the announcement was made that she



THE SCHOONER YACHT "AMERICA."

would not start. The following were the entries for the Queen's Cup, the courses being round the Isle of Wight:—

Yachts.	Tons.	Owners.	Flags.
Volante ..	48	J. L. Craigie, Esq.	.. White.
Fernando ..	127	Major Martyn	.. Purple and orange.
Surprise ..	15	W. H. Woodhouse, Esq.	.. White, black Maltese X.
America ..	170	Commodore Stevens	.. Blue, with stars.
Alarm ..	193	J. Ward, Esq.	.. Red and white.
Wildfire ..	42	F. Thynne, Esq.	.. Blue and white chequered.
Fanny ..	92	H. Young, Esq.	.. ———
Bacchante ..	80	B. H. Jones, Esq.	.. Blue and white cross.
Constance ..	218	Marquis of Conyngham	.. Blue, with red hand.
Destiny ..	107	C. P. Leslie, Esq.	.. ———

At ten o'clock the yachts took their station off Ryde pier, when, in consequence of there being the desideratum for the *America*—viz. a six-knot breeze, she declined starting with the squadron, and the *Fernando* and the *Constance* were also withdrawn.

At five minutes after ten o'clock the starting gun was fired from the Commodore's yacht, the *Brilliant*, when the *Wildfire*, belonging to the Cork Regatta Club (which, though not in the race on Friday, headed the American clipper for

a considerable distance on that occasion), was the first to get under weigh towards the westward with a light breeze from the W.S.W., with a strong ebb tide, followed by the *Bacchante*, and close in her lee by the *Volante* and *Alarm*.

The *Needles* were rounded as follows:—

	H.	M.	S.
Wildfire ..	1	15	0
Bacchante ..	1	18	0
Volante ..	1	23	0
Alarm ..	1	23	0

In making up to the starting-point off Ryde, the *Volante*, who appeared to have been rather badly handled, made a series of short tacks, and the *Alarm* took advantage of this, made a long tack, and succeeded in first arriving off the *Brilliant* schooner, when the signal gun proclaimed her victorious. The following is the time of arrival:—

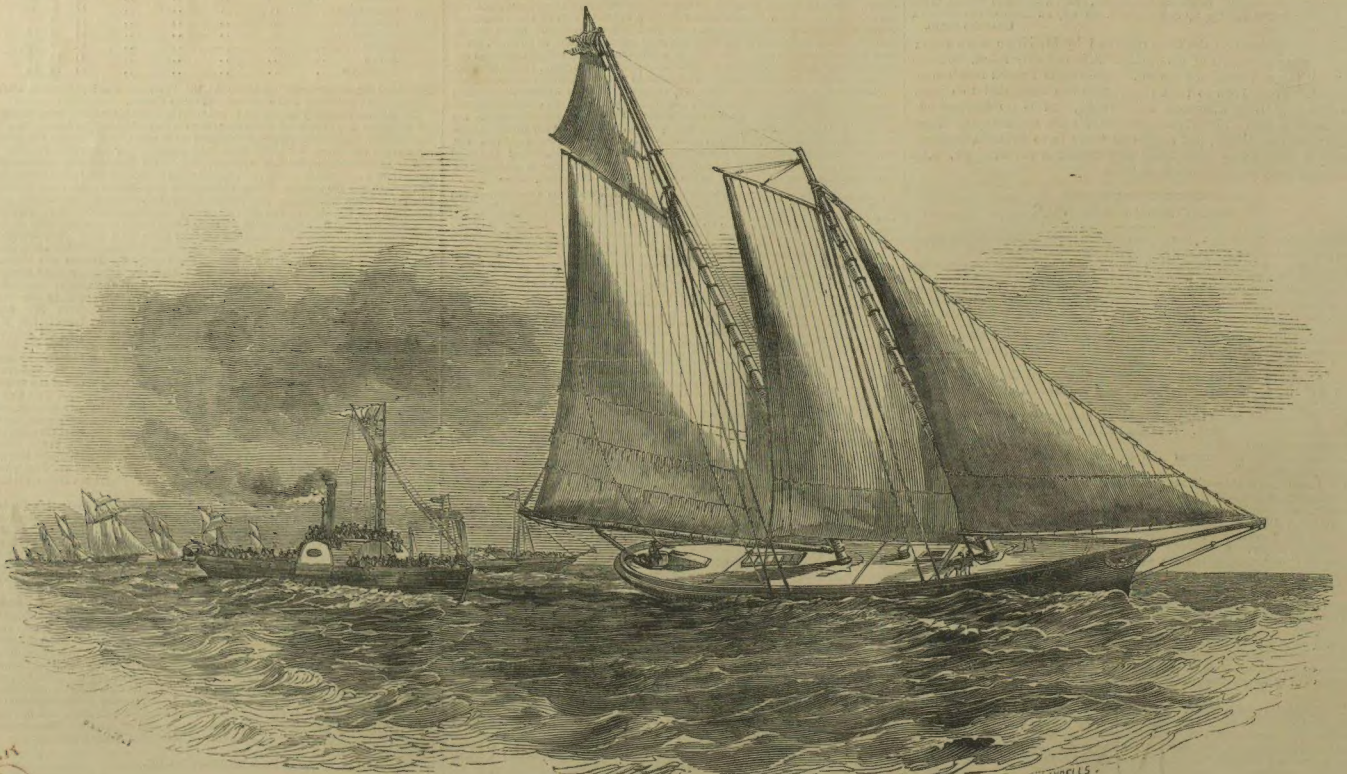
	H.	M.	S.
Alarm ..	5	25	0
Bacchante ..	5	30	0
Volante ..	5	30	0
Wildfire ..	5	31	0

Just before the vessels above-named had got in, the raking *America* was seen making her way round the Nab Light, and with a most extraordinary move-

ment made one reach from the light to Stroke Bay, and by another tack rounded the *Brilliant* in gallant style. To accomplish the same feat that the *America* had performed the *Alarm* took 10 tacks, and the *Volante* made at least 20 for the same distance. Although not in the match, and not leaving the starting point, as has been stated, for 65 minutes after the rest, the *Yankee* clipper, now become the wonder of the south, rounded the *Brilliant* at 5 41, thereby accomplishing the distance within ten minutes of the *Wildfire*, and gaining in round numbers 45 minutes. Had the *America*, therefore, proceeded into the match at the appointed hour, there can be no doubt that the same fortunate result would here have greeted the "flying stranger," as she succeeded in obtaining last week at Cowes against the entire Royal Yacht Squadron.

At about six o'clock, the visitors on the pier were much satisfied on observing the *Fairy* steam-yacht approaching from the direction of Osborne, with the Royal standard flying from the main; and it was soon made known that her Majesty, Prince Albert, and the Royal children were on board, who had come down to witness the yachts which had contended for the prize, which it is her Majesty's intention to confer annually upon the club. After coming opposite the pier, and receiving the hearty plaudits of the spectators, the *Fairy* proceeded on her return to Osborne.

The day being the birthday of his Royal Highness Prince Albert, a Royal salute was fired from the Club-house in honour of that day, and a similar demonstra-

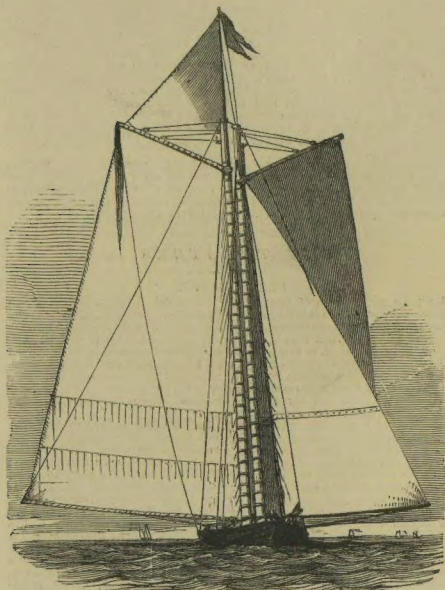


THE MATCH BY THE CLUB OF ALL NATIONS AT COWES.—THE "AMERICA" YACHT MAKING A "START AHEAD."

tion was made by the *Vengance*, 90, lying at Spithead, which was galli' dressed with colours of all nations from stem to stern. There were also several sailing and rowing matches among the small craft of that place, the funds for which were provided by her Majesty.

The *Americos* was fully described in our Journal for August 9.

As many of our readers may not be conversant with the technicalities



THE "AMERICA," BOOMING OUT.

of ship-building terms, we have endeavoured, in the accompanying diagram, to give the relative position of the beam (or extreme breadth), as it occurs in the old style of yacht, and in the *Americos*.

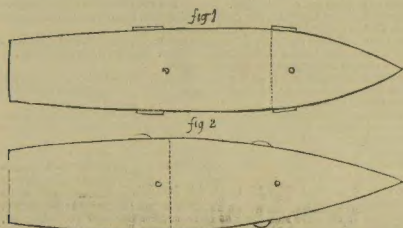


FIG. 1 represents the shape of vessels on the old plan—the dotted line being the position of the beam.

FIG. 2. Plan of the *Americos*.



CARRIAGE PREPARED FOR HER MAJESTY BY THE GREAT NORTHERN RAILWAY COMPANY.

THE QUEEN'S VISIT TO THE NORTH.

THE arrangements for the reception and transit of the Queen to the North, *via* the Great Northern Railway, were completed under the direction of Mr. Lewis Cubitt, the engineer, and Mr. Seymour Clarke, the general manager of the Great Northern line.

Three superb saloon carriages have been built by the Railway Company for the occasion—one for her Majesty and her Royal Consort, another for his Royal Highness the Prince of Wales, and the third for the Royal suite. These carriages have been built by Mr. C. C. Williams, of the railway carriage works, Glasshouse-yard, Goswell-street.

The Royal Saloon is 18 feet 1 in. long, by 7 feet 4 in. broad, and is constructed entirely of East Indian *Moulmein* teak, unpainted, but highly varnished. The mouldings are richly gilt, and the doors bear the Royal arms, superbly painted and surrounded with a wreath of laurel, the quarters bearing the Orders of the Garter, Bath, and other orders of knighthood. Over each doorway is fixed a splendid gilt crown. The moveable glasses are provided with Mr. Williams's patent balance-weight arrangement, by which means they can be placed to any height required, and worked with ease. The interior of the carriage is lined with the richest white broadened Indian silk, and the pattern raised bouquets of flowers. At one end of the saloon is placed a couch, covered with the same material as the carriage is lined with. At the opposite end is a withdrawing-room, fitted up with a mirror, extending from top to bottom of carriage, and having a lamp on each side of it, washstand, &c. Attached to the door of partition there is a mirror extending the whole depth, and which reflects back the light from a lamp fixed above the couch, and provided with a powerful reflector, thereby most effect-

ively lighting the saloon. On either side of this door is placed an elegant easy chair, which, as well as two small easy-chairs, for the use, if required, of any of the Royal children, is covered with the same material as the couch. In front of the couch is placed a richly-carved walnut-tree table, the whole of the furniture, both in the saloon and withdrawing-room, being of the same material. The curtains, which are of beautiful pale green silk, are attached to gilt rods, and the floor is entirely covered with a dark maroon carpet with a scarlet figure, of the same pattern as that in the House of Lords.

The Prince of Wales's carriage and the carriage for the Royal suite are of the same size and material as the Queen's carriage, and are constructed in a similar manner, with withdrawing-room, &c.; the interior of both carriages being covered with plain drab broadened silk; the furniture is of walnut-tree wood, and the couches and chairs being covered with an elegant dark-blue figured silk; the curtains also are of blue silk. The carpets are of the same pattern as in the Queen's saloon; the colour, blue with a white figure.

It being generally known that Wednesday was fixed for the final departure of her Majesty and Prince Albert, with the Royal family, from the Isle of Wight, and that the Royal party would arrive at the Nine Elms Station shortly after twelve o'clock, long before the time appointed a number of well-dressed ladies and other persons assembled on the line of route from the station to Buckingham Palace, to witness the Queen's arrival.

Shortly after eight o'clock on Wednesday morning, her Majesty, his Royal Highness Prince Albert, his Royal Highness the Prince of Wales, the Princess Royal, Prince Alfred, the Princesses Alice, Helena, and the rest of the Royal family, attended by Lord Alfred Paget, Lord In



HER MAJESTY'S DEPARTURE FROM THE GREAT NORTHERN RAILWAY TERMINUS, AT KING'S-CROSS.



INAUGURATION OF THE PARIS AND NANTES RAILWAY, AT NANTES.

OPENING OF THE PARIS AND NANTES RAILWAY.

(From a Correspondent.)

ANOTHER mercantile sea-port (says *Galignani*) has just been, as it were, brought to the gates of Paris; another iron artery has been added to the heart of the country, to increase its circulation, and to animate, by its vivifying influence, the commercial interests of the capital and the departments through which it passes. On Sunday, the 17th inst., Nantes celebrated its inaugural *fête*, and the taste and liberality of the municipal council, and the able management of the directors of the railway, insured a splendid *fête*. Two trains arrived on the previous day from Paris, each bringing about 1000 visitors, and an immense influx took place from the surrounding neighbourhood, so that every house and hotel was full. All along the part of the section now inaugurated, comprised between Angers and Nantes, the stations were gaily dressed out in flags, and the country people in their Sunday clothes were assembled. The line offers nothing particularly worthy of notice; it passes for the most part along the banks of the sandy Loire, and has not a tunnel, viaduct, or any other work of art of consequence throughout the whole distance.

The proceedings of the day commenced with the distribution of 200 livres of the savings-bank of 20 francs to the same number of poor children belonging to the charity-schools, drawn by lot from a number whose conduct was considered to merit reward. The next operation was a procession of the Mayor and the municipal authorities to lay the first stone for a new fish market to be erected in Nantes, after which they proceeded to the terminus to await the arrival of the train with the Minister, &c., from Paris.

Wide as are the spacious quays of Nantes, vast as was the provision left for the public accommodation by the railway company, in appropriating to the probable exigencies of their own traffic a large and commodious station on the wide *Prairies de Manves*, and extensive as are the public promenades of the *Cours St. Pierre*, which overlook the railway station, large as was the space destined for the public, all was filled from three o'clock by dense and in-

creasing masses, filling up every available space, or protruding from every door and window, as though the city had been abandoned by its 75,000 inhabitants.

As everywhere when Frenchmen have to decorate a place for festivity, all was gay, and elegant, and attractive at the railway station. At its extreme verge four vast columns rose, surmounted by the national tricoloured flags in abundance. Upon shields which these four columns bore were inscribed "Paris," "Tours," "Angers," "Nantes." Along the line, flag-staffs, with groups of flags springing from a circular shield, on whose exergue was depicted a wreath of leaves bound with ribbons, and on its centre a brilliant display of every shade of yellow, converging from the darkest to the lightest in a point, the effect of which was as admirable as novel. These extended from one end of the station to the other; at which, as will be seen in the View of it which we have given, were colossal pedestals, bearing four fine statues, representing France and its fine arts, Nantes and its commerce, Angers and its industry, and Bretagne and its science. At the head of the station, a beautiful piece of tapestry, in which the grouping of a battle scene was excellent, and the colours brilliant and well preserved, formed the back of a temporary chapel, or *repositor* or altar, the front of which was richly decorated with carpets and hangings of crimson and gold, as were the stands of the authorities. From these, on each side of a very narrow oblong, proceeded the stands or tribunes for the guests of the municipal officers, and which were speedily filled with brilliantly dressed ladies, officers, &c.

About four, the civil and military authorities, attended by their guests, the deputations from Angers and Tours, and escorted by the staff of the National Guard and the garrison, took their seats; whilst the National Guard, instead of doing that which the troops of the garrison are so adroit in doing, namely, forming a trellis fence with their piled muskets, and then mingling at their ease in the crowd with their wives and families, instead of this they formed an impervious fence, with the party *Toumiers*. During this interval the four bands of the National Guard, of their artillery, of the *Pompiers* or fire-brigade, and of the 11th Regiment of Infantry, alternately played some beautiful pieces of music.

Next arrived the splendid *cortège* of the Bishop of Nantes and his clergy, with magnificent banners, and gold and silver crosses. His Lordship, wearing his richest ornaments, and surrounded by the gorgeously decorated canons and other dignitaries of the Church, was ushered upon the railway by a psalm. The Bishop seated himself in the centre of the chapel, and his clergy grouped round him.

The programme had announced half-past four for the salvo of 21 cannon on the arrival of the train bringing the authorities from Paris who were to open the railway; but it was five before they arrived. At a very moderate speed the engine rolled up to the head of the station, and stopped: the Minister of Public Works, M. Magne, accompanied by several of the Administration, some representatives and many principal men of the capital, were received by the authorities of the city and the rail, and took the places assigned to them in the stands.

Shortly afterwards, four equally strong but sombre engines and tenders, gaily decorated with a group of national flags, displayed like a band of cards on their front, advanced abreast of each other on the four lines of rail to the head of the station, when the enthusiasm of the people broke forth in loud tokens of applause and admiration. The Bishop descended the steps of the altar of his chapel, and surrounded by his clergy, the authorities, and the guests, proceeded in the usual form to bless the station, the rails, and locomotives. The cannon roared, the bells of the neighbouring Cathedral of St. Peter pealed forth; the chanting of the choir rose, and the four locomotives received their baptismal names of "Angers," "Saumur," "Tours," and "Nantes," the arms of which towns they respectively bore. A profound silence ensued, during which the Bishop addressed an impressive speech to the assembly.

After the ceremonial of the baptism of the locomotives and the benediction of the rails, the clergy, followed by the civil and military authorities and the guests, left the station under the escort of the National Guard. The *cortège* made its way with great difficulty through the crowd, which extended almost to the Prefecture, where the whole arrived, but unavoidably in somewhat straggling order.

THE RECEPTION.

M. Gouja, the able and estimable Prefect of the department of the Lower Loire, immediately afterwards presented to the Minister of Public Works the departmental, municipal, military, clerical, and scholastic authorities at the Hotel of the Prefecture. At night, the much-admired *façade* of the Hotel was brilliantly lighted with lamps, covering the whole of the railing in front of the court of the Prefecture.

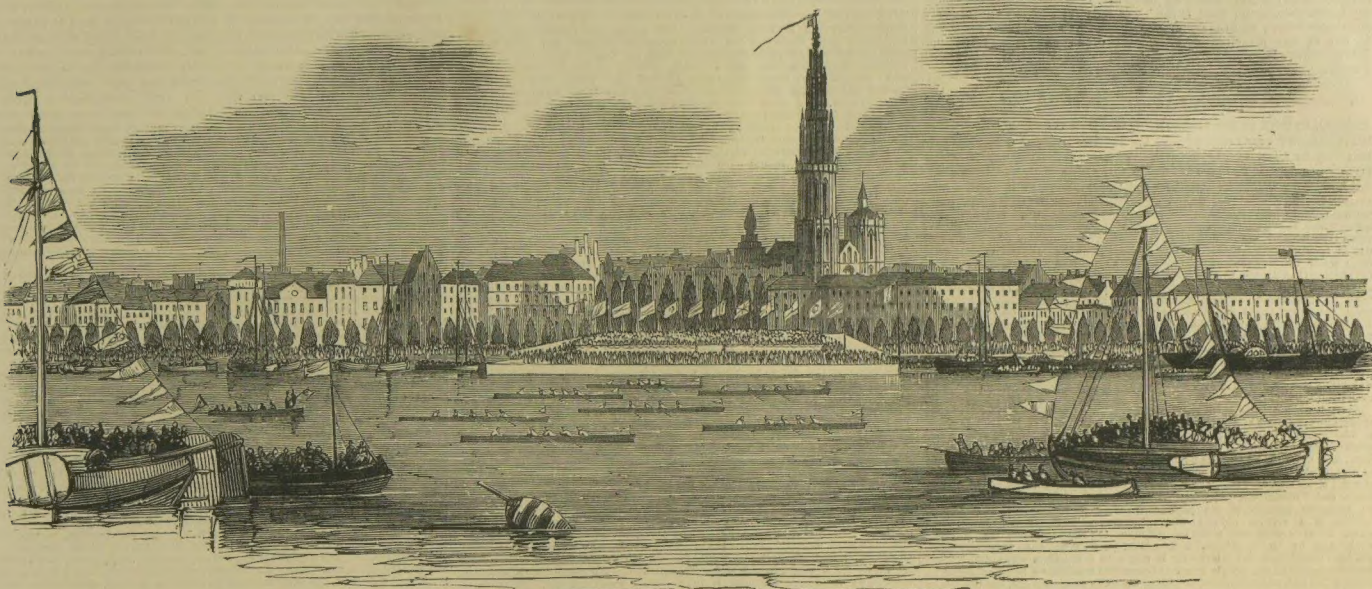
THE BANQUET.

About nine in the evening, the spacious hall of the Exchange was splendidly lighted with wax tapers and lusters in great profusion, besides other decorations in excellent taste. The principal portico was surmounted by a large anchor and helm in beautifully coloured lamps, with some other ornamental devices, and the windows and cornices were bordered with lamps, the whole producing a splendid effect. The band of the 11th Regiment was in attendance, and executed some choice national airs.

The Minister of Public Works was seated next to the Mayor, who was also supported by M. Betting of Lancaster, and M. Ferdinand Favre, late Mayor of Nantes, and now one of the representatives of the department. Next to these were the other representatives of the Lower Loire. Near the Prefect were the former representatives of the department, and the former members of the deputation.

At the dessert, M. Colombe, in an eloquent address, proposed the health of the Minister of Public Works, M. Magne, who replied, and proposed "Prosperity to the Town of Nantes," which were drunk with great enthusiasm.

The party immediately afterwards separated. Next morning, the Minister and a large party proceeded down the river, in a steamer, in order to see what works are necessary for the improvement of the navigation of the Loire between Nantes and its mouth. He returned in the afternoon; and the inauguration was further celebrated by a regatta, races, a balloon ascent, a banquet at the Hotel de Ville, an electric light display, a *fête de nuit*, fireworks, &c.; all which lasted until the next evening.



THE YACHT CLUB ROYAL BELGE REGATTA, AT ANTWERP.

THE GREAT FAIR AND REGATTA AT ANTWERP.

THERE are two fairs held annually in the town of Antwerp: the first, or Little Fair, in June; and the second, or Great Fair, the first Sunday after the Assumption. The first fair is the only one which carries out its original intention, namely, to bring together strangers from all parts of Belgium and the south of Germany for the transaction of business. The great festival, which was this year held with more than usual pomp, and is, strictly speaking, a pleasure fair, lasts four days, during which little or no business is done. It commenced on Sunday, 17th August, when the different choral societies from the principal towns of Belgium, from parts of Germany and France, were met at the railway station, and conducted to a spacious hall in the *cité*, where they contended for gold and silver medals, and prizes of money. On Monday, the various bands of the militia held a similar contest, but in the open air. On Tuesday took place the "Grand Procession of the Giant," in which figured the famous car which Rubens made for the occasion, and which still continues to aid the splendour of the procession. It was drawn by eight white horses, four abreast, conducted by men in the ancient Spanish costume. This car was followed by a ship in full sail, and several boats; and a whale spouting water, attended by dolphins, figured in the line of march.

The afternoon was occupied by the first part of the Regatta, which was conducted in a manner very creditable to the Yacht Club Royal Belge, when we take into consideration that this club has only been in existence a few months. The principal prize was won by an English race boat, manned by Englishmen, but a boat from Ostend was very close upon its heels. Our illustration shows this contest.

On the second day the sailing match took place, when a beautiful yacht, belonging to Prince Henry of the Netherlands, an English yacht,

and several Dutch cutters, sailed down the river at 10 A.M.; but the wind failed. The Englishman, which was first, did not appear till past eight in the evening.

Besides this amusement there were several prizes given to the best marksmen among the peasants with bow and arrow, which is a favourite weapon here. The whole closed with a torch-light procession and music on Wednesday evening.

THE CHINESE FAMILY.

THE great honour conferred by our most gracious Majesty, of an interview at Osborne Palace, last Monday week, on Mr. Chung-Atai, a Chinese gentleman, who, with his two small-footed wives and sister-in-law, lately arrived in this country from Canton, forms the subject of the accompanying illustration. It being the first instance of any Chinese family having enjoyed so high a privilege, and the enterprising spirit being so remarkable which must have been exercised in order to enable them boldly to make up their mind to leave their own celestial country, and thereby overcome the strongly-rooted prejudices which exist in every Chinese mind, against allowing any lady of condition to leave China, render the event extremely interesting. Of their reception at Osborne we gave full particulars in our Journal of last week. (See page 234.)

After experiencing much difficulty with their own authorities in Canton, with reference to the departure from the country of the small-footed ladies, the interesting group, at length, were enabled to have everything arranged; and, on the 20th February last, embarked at Hong-Kong for London, on board the British ship *Lady Peel*. During the voyage, although it was a very long one, they appeared perfectly com-

fortable and happy. They occupied poop cabins, communicating with each other, which enabled them to be constantly associated; and, being all of a quiet and amiable disposition, enjoying much each others society, they formed an instance of complete family happiness, which might well afford a pattern to many a family in our own land. After leaving China, the first land near which the ship anchored was the island of Sumatra, where a supply of fruit and stock was obtained. Nothing could exceed the delight and surprise expressed by them on the appearance on board the vessel of the strange and uncouth figures of the Malayese. The next land was the island of St. Helena; and, as fresh water on board had for some weeks previous been very short, and much inconvenience thereby experienced, the sight of land again was welcome indeed. Here, the Governor of the island, Lieutenant-Colonel Clarke, with his aide-de-camp, and several ladies and gentlemen, came on board, and were gratified by an interview with the singular party.

The *Lady Peel* eventually arrived at Gravesend on the 10th of this month, and the family were all safely landed and received with open arms by English friends, who had for some time been expecting them, and to whom they had brought letters of introduction.

One of the objects of their visit to this country being to view our Great Exhibition, they had that gratification on Saturday last. The helpless condition of the feet of the ladies (the sole of their shoe not occupying more than $1\frac{1}{4}$ square inch space) ill fitting them for making their way amidst a crowd, it was deemed more expedient that they should go on the forenoon devoted to the visits of invalids. Accordingly, dressed in the handsomely embroidered satins of their own country's manufacture, they were drawn in Bath chairs through the passages of the Crystal Palace. They were much delighted, and struck with wonder at everything they saw; and they received considerable attention from one of the Executive Committee, who kindly accompanied them in their progress round the Building. The party were greatly gratified by the desire evinced by the exhibitors present to enable them to view as completely as possible their several specimens of manufacture; and, in the French department particularly, much polite attention was shown them by several exhibitors, who kindly removed ar-



RECEPTION OF THE CHINESE FAMILY BY HER MAJESTY, AT OSBORNE.

An unfortunate labourer, named James Perry, was killed on Tuesday by fall from a scaffold, at Sir W. M. Molesworth's, in Eaton-square.

